

**AMENDMENTS TO THE CLAIMS**

Please amend the claims as follows:

Claim 1 (currently amended): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method comprising:  
selecting for inspection one of a regulated tank car and a non-regulated tank car;  
selecting from an instruction set comprising inspection sites covered by 49 C.F.R. § 180.509, Stub Sill Inspection Program, and Rule 88.B.2, a comprehensive list of sites to be inspected for the selected regulated tank car or non-regulated tank car;  
inspecting each of the listed sites in accord with the instructions set forth for each of the listed sites in the instruction set; and  
recording data derived from implementation of the inspections conducted at each of said ~~exhaustive list of~~ listed sites,  
wherein said comprehensive list of sites to be inspected comprises a plurality of inspection sites selected from at least two of 49 C.F.R. § 180.509, Stub Sill Inspection Program, and Rule 88.B.2, ~~and~~  
wherein said comprehensive list of sites to be inspected is selected so as to align inspections for said at least two of 49 C.F.R. § 180.509, Stub Sill Inspection Program, and Rule 88.B.2,  
wherein the inspecting step comprises:  
an enhanced visual inspection of all fillet welds greater than 1/4" within 4 feet of a bottom longitudinal centerline of the tank car; and  
a visual structural integrity inspection of at least the following sites as applicable to an inspected tank car:

at least one pad-to-tank weld,  
at least one sill-to-pad weld,  
at least one bolster-to-bolster weld,  
at least one BOV saddle weld,  
at least one sump weld,  
at least one BOV skid weld,  
at least one attachment weld, and  
at least one draft pocket weld,

wherein inspecting the at least one draft pocket weld comprises:

inspecting front and rear draft stops and gusset welds for both jacketed and  
non-jacketed tank cars;

inspecting, for non-jacketed cars with sill reinforcement pads, at least one of  
longitudinal sill to reinforcement pad welds between draft lugs, transverse sill to  
reinforcement pad welds, longitudinal sill to reinforcement pad slot welds, and longitudinal  
sill to reinforcement pad welds above rear draft lug assemblies;

inspecting, for jacketed cars with sill reinforcement pads, at least one of  
longitudinal to draft sill/reinforcement pad welds outside of a sill along a full length of a  
body bolster attachment, transverse draft sill/reinforcement pad outboard welds, longitudinal  
reinforcement pad to tank sill welds along a full length of a body bolster attachment, and  
transverse reinforcement pad to tank shell heat welds;

inspecting, for non-jacketed cars without sill reinforcement pads, at least one  
of a top center 'CZ' angle butt weld, longitudinal draft sill to tank shell welds between the  
draft lugs, inside transverse draft sill to tank hell welds, longitudinal draft sill to tank shell

slot welds, transverse draft sill to tank shell slot welds, and longitudinal draft sill to tank shell welds from rear lugs inboard toward center fillers; and  
inspecting, for jacketed cars without sill reinforcement pads, at least one of longitudinal draft sill to tank shell welds along a full length back to body bolster attachments and transverse draft sill to tank shell welds,

wherein for a jacketed tank car having a fiberglass or fiber faux insulation system, said inspecting step further comprises:

creating a plurality of cutout areas in the tank car jacket in areas corresponding to welds to be inspected;  
removing all insulation material from the cutout areas;  
pushing the insulation away from the entire area of the welds to be inspected;  
and  
inspecting welds using a flexible boroscope.

Claims 2-3 (canceled)

Claim 4 (previously presented): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 1, wherein the inspecting step includes a visual inspection of the tank shell interior and exterior; piping, valves, fittings and gaskets; brake rigging, safety appliances, draft system, valves and fittings; closures and protective housings on the tank car; and all required markings on the tank car.

Claim 5 (canceled)

Claim 6 (original): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 4, wherein the inspecting step includes:

determining whether the tank car has interior heater coils, and  
performing a hydrostatic coil test on interior heater coils.

Claim 7 (original): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 6, wherein the inspecting step includes ultrasonic flaw detection on all circumferential butt welds of the tank shell at least within two feet of a bottom longitudinal centerline of the tank car.

Claim 8 (original): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 7, wherein the inspecting step includes ultrasonic thickness examination of at least one of the tank shell, heads, sumps, manways, and nozzles for each of at least one compartment.

Claim 9 (original): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 8, wherein the inspecting step includes visual inspection of at least one of the thermal protection systems, tank head puncture resistance systems, coupler vertical restraint systems, and systems used to protect discontinuities to ensure integrity.

Claim 10 (original): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 9, wherein the inspecting step includes:

removing the pressure relief device from the tank car and visually inspecting for damage, and,

includes testing the pressure relief device with air to ensure conformance with start-to-discharge pressure requirements.

Claim 11 (original): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 10, wherein the inspecting step includes:

determining whether the tank car has a lining for the protection of the tank shell, and inspecting the lining.

Claim 12 (original): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 11, wherein the inspecting step includes performing a leakage pressure test on at least one compartment of a tank and all fittings and openings corresponding to said at least one compartment.

Claims 13-15 (Canceled)

Claim 16 (currently amended): For a wheeled vehicle adapted to transport commodities, an inspection and requalification method in accord with claim 15 1, wherein for a jacketed tank car having a fiberglass or fiber frax insulation system, said inspecting step further comprises:

recording weld defects,  
repairing weld defects,  
replacing removed insulation with new insulation comprising at least one of fiber frax and fiberglass, and  
welding a patch over areas of the jacket which were removed in said creating step.

Claims 17-22 (canceled)